

Comment Letter I26

From: dave ohlson <daveohlson@hotmail.com>
Sent: Monday, February 05, 2018 3:24 PM
To: LUEG, PalomarMP
Subject: McClellan Palomar Airport Master Plan update and Draft EIR

David Ohlson
6372 Huntington Dr Carlsbad, CA

Please receive and consider the following comments:

The current and expanded use of the airport continues to expose nearby residents downwind of prevailing winds to harmful and toxic exhaust and fumes. For this reason, increased use and expansion of the airport to accommodate more traffic should not be allowed. Palomar McClellan is not an essential airport. Economic activity centers around private aircraft, pilot training on small planes and helicopters, and the small facilities similarly related.

I26-1

Second, while there is only a voluntary scheme in place to help reduce noise, my relatively close proximity to the airport, reveals aircraft, including airplanes, helicopters and planes used for touch and go training do not follow the voluntary flight paths. This is particularly noticeable during Saturday and Sunday. The voluntary plan shows departing aircraft to use a turn to the north while many actually disregard this and turn to the south and passing directly over the 600 housing units and Pacific Ridge and Poinsettia schools as they head east then back around to approach the airport from the east. Helicopters are particularly noisy due to their unmuffled engine noise and relatively slow speed. Some improvement would come from a mandatory routing or controller guidance to purposely direct traffic away from residences and perhaps along heavily used roadway routes or undeveloped areas or commercial areas.

I26-2

It is well established today that any form of air pollution and even low amounts of noise are harmful to people. In residential areas this can lead to people staying inside to stay out of the racket. The citizens are more likely to be swept aside by commercial forces and influence. A premier example of this is LA Airport (Tom Bradely) which expanded over the years. Hundreds of houses were bought up under the west bound flight path, taking stunning views and the ocean environment to service passenger and other traffic.

I26-3

My view is that Sandag has been a gross failure for the cities within San Diego County. The push to expand in the face of demand has led to greater and greater degradation of the air quality and tranquility of low noise levels. The concept of reconsidering the placement and expansion of Airports seems remote from consideration. The better outcome is to encourage alternatives and not continue to add to more of the same as a solution when it has been the over-riding problem. Best may be to take the passenger servicing aircraft demand and move it perhaps 20 miles downwind from the ocean in sparsely inhabited land. Fast public systems could take people back and forth from the coastal living corridor to the centralized airport. The current ugly parking garages at San Diego Airport, blocking the views to the sea and aircraft noise hardly seem comparable with tourism themes. Development at all costs just ends costing more and more in money and health. It carries an inertia which science and data powerfully argue against.

I26-4

Please do not expand Palomar Airport.

Thank you,

David Ohlson

Response to Letter I26**David Ohlson**

I26-1 The comment asserts that residents downwind of the Airport are exposed to toxic exhaust and fumes, and states that increased use of the Airport should not be allowed. As noted in **Master Response 7**, aircraft in flight are under the jurisdiction and regulatory enforcement of FAA. As such, the County does not have the regulatory ability to place restrictions on Airport users or deter aircraft from using a public-use airport. Furthermore, the PEIR Chapter 3.1.2 does include an analysis of potential air quality emissions resulting from the Master Plan Update. The PEIR concluded that the Master Plan Update would not result in a significant air quality impact. As this comment does not specifically identify an environmental issue with the PEIR analysis or proposed mitigation, no changes to the Draft PEIR have been made in response to this comment.

I26-2 As discussed in Section 2.4.1 of the PEIR, the Federal Aviation Administration has jurisdiction and regulatory enforcement over aircraft in flight. Please refer to **Master Response 3 (VNAP)** and **Master Response 4 (Noise Monitors and PEIR Calculations)**.

Regarding the commenter's concern of aircraft noise, County staff researched the location provided by this comment and confirmed the location is outside of the 65dB contour (i.e., less than 65dB) under all scenarios. Specifically, the existing noise condition at the location provided was estimated to be 45.06dB, and its future condition without the Proposed Project is estimated to be 45.83dB. Assuming full implementation of the Proposed Project (PAL 2), the estimated future noise condition would be 46.71dB. This is below the threshold of significance of 65dB CNEL. Although the comment pertains to existing noise conditions, there is no evidence the Proposed Project would result in significant noise impacts. Therefore, because the location would be outside of the 65dB contour, no significant noise impacts would occur, and no changes to the PEIR are required. Please refer to Master Responses 1 and 4 in addition to PEIR Appendix D for more information about the supplemental noise analysis conducted for additional locations.

I26-3 The comment asserts that any form of air pollution and noise is harmful to people. The County and FAA have established quantified thresholds that identify whether total estimated pollutant concentrations emitted by a project would result in an environmental impact. The PEIR Chapters 3.1.2 and 2.4 do include an analysis of potential air quality emissions and noise, respectively, resulting from the Master Plan Update. The PEIR concluded that the Master Plan Update would not result in a significant air quality or noise impact due to aircraft. As this comment does not specifically identify an environmental issue with the PEIR analysis or proposed mitigation, no changes to the PEIR have been made in response to this comment.

I26-4 The County acknowledges the conclusion comment. This comment does not raise specific issues regarding the substantive environmental analysis conducted within the PEIR. The comment will be included as part of the administrative record and made available to the decision makers prior to a final decision on the Proposed Project.

Comment Letter I27

From: areysbergen@juno.com
Sent: Monday, February 05, 2018 9:52 AM
To: LUEG, PalomarMP
Subject: Funding of the McClellan-Palomar Airport Masterplan Expansion/Extension ..
??

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: CRQ Saved

McClellan-Palomar Airport Plan - (FAQs)

10. When will this process be complete?

Staff anticipates presenting the Master Plan and associated Program EIR to the County Board of Supervisors for approval at the end of 2017. The timing of implementation/**construction of individual elements relies on securing local, state, and/or federal funding**. Updates on the Master Plan process are available County's website (www.PalomarAirportMP.com).

Question:

Please advise.. the percentage of costs for local, state, and/or federal funding in the construction/expansion of the Palomar Airport..

Question:

does local represent ALL of San Diego County?

Question:

would there be an additional burden on Carlsbad property owners?

thank you,

Alice Reysbergen

resident, property owner, registered San Diego County VOTER

areysbergen@juno.com

I27-1

Response to Letter I27**Alice Reysbergen**

- I27-1** Please see the Master Plan Update Section 6- Airport Capital Improvement Plan (ACIP) for a discussion of funding sources. The County acknowledges these questions; however, they do not raise issues concerning the analysis or adequacy of the PEIR pursuant to CEQA Guidelines Section 15088. Therefore, no further response is required. This comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.

Comment Letter I28

From: barry hacker <barry.h.1222@gmail.com>
Sent: Tuesday, February 06, 2018 3:07 PM
To: LUEG, PalomarMP
Subject: Palomar Airport Master Plan

I don't see the necessity for an extended/expanded airport. The one we currently have seems to be serving the community well. New plans only seem to cater to corporate desires, without concern for the surrounding neighborhoods. There are plenty of flying alternatives to go to San Francisco, Las Vegas, or other "nearby" destinations, without making Palomar available to larger jets and more of them. Many home owners have expressed their strong concern over noise levels currently experienced, especially to the

north. It was confirmed at the January 30, 2018 meeting that there are no noise measuring devices being used north of the airport. Therefore, the EIR analysis is based on inaccurate

data. For persons living in the near proximity of the airport, this is not acceptable, and thus, I am not in support of Alternatives #5 and #6 presented to concerned residents at the meeting.

I28-1

Barry Hacker

6047 Paseo Alameda

Carlsbad, CA 92009

Response to Letter I28**Barry Hacker**

- I28-1** Noise contours produced for the PEIR were not generated using noise monitors or noise monitoring data at the Airport. Please refer to **Master Response 4 (Noise Monitors and PEIR Calculations)**. Also, as discussed in the PEIR Section 2.4.1, existing noise contours surrounding the Airport were produced using the Aviation Environmental Design Tool (AEDT), the FAA's required model for evaluating noise impacts in the vicinity of airports. Inputs used to develop existing conditions noise contours included detailed flight information gathered in 2016 (operational data for January 1–December 31, 2016). This included an evaluation of operational data provided by the County's Airport Noise and Operations Monitoring System and FAA's Traffic Flow Management System Counts and Air Traffic Activity System. Future year noise contours were also produced using AEDT, accounting for forecasted growth in the number of operations for each scenario analyzed along with other variables such as change in aircraft types operating at the Airport. More details on the noise analysis conducted for the PEIR can be found in Appendix D to the PEIR.

Regarding the commenter's concern of aircraft noise, County staff researched the location provided by this comment and confirmed the location is outside of the 65dB contour (i.e., less than 65dB) under all scenarios. Specifically, the existing noise condition at the location provided was estimated to be 45.25dB, and its future condition without the Proposed Project is estimated to be 46.91dB. Assuming full implementation of the Proposed Project (PAL 2), the estimated future noise condition would be 47.87dB. This is below the threshold of significance of 65dB CNEL. Although the comment pertains to existing noise conditions, there is no evidence the Proposed Project would result in significant noise impacts. Therefore, because the location would be outside of the 65dB contour, no significant noise impacts would occur, and no changes to the PEIR are required. Please refer to Master Responses 1 and 4 in addition to PEIR Appendix D for more information about the supplemental noise analysis conducted for additional locations.

Comment Letter I29

From: N & B Hacker <123daisy@gmail.com>
Sent: Tuesday, February 06, 2018 9:01 AM
To: LUEG, PalomarMP
Subject: Master Plan comments

Why are we extending the airport to accommodate more aircraft in an already busy airport, one in which people to the north of it are having REAL noise issues?

And with no northern noise detection, currently, it seems that the EIR analysis is flawed.

We should not provide for more air traffic when people are suffering from noise pollution to the north and potentially south (with the Master Plan Proposal).

I would favor the Alternative #3 as presented at the January 30 meeting (not Alt. #5 or #6).

Sincerely

Nancy Hacker
6047 Paseo Alameda
Carlsbad, CA 92009
760 814-2505

I29-1

Response to Letter I29**Nancy Hacker**

- I29-1** Noise contours produced for the PEIR were not generated using noise monitors or noise monitoring data at the Airport. Please refer to **Master Response 4 (Noise Monitors and PEIR Calculations)**. Also, as discussed in the PEIR Section 2.4.1, existing noise contours surrounding the Airport were produced using the Aviation Environmental Design Tool (AEDT), the FAA's required model for evaluating noise impacts in the vicinity of airports. Inputs used to develop existing conditions noise contours included detailed flight information gathered in 2016 (operational data for January 1–December 31, 2016). This included an evaluation of operational data provided by the County's Airport Noise and Operations Monitoring System and FAA's Traffic Flow Management System Counts and Air Traffic Activity System. Future year noise contours were also produced using AEDT, accounting for forecasted growth in the number of operations for each scenario analyzed along with other variables such as change in aircraft types operating at the Airport. More details on the noise analysis conducted for the PEIR can be found in Appendix D to the PEIR.

Regarding the commenter's concern of aircraft noise, County staff researched the location provided by this comment and confirmed the location is outside of the 65dB contour (i.e., less than 65dB) under all scenarios. Specifically, the existing noise condition at the location provided was estimated to be 45.25dB, and its future condition without the Proposed Project is estimated to be 46.91dB. Assuming full implementation of the Proposed Project (PAL 2), the estimated future noise condition would be 47.87dB. This is below the threshold of significance of 65dB CNEL. Although the comment pertains to existing noise conditions, there is no evidence the Proposed Project would result in significant noise impacts. Therefore, because the location would be outside of the 65dB contour, no significant noise impacts would occur, and no changes to the PEIR are required. Please refer to Master Responses 1 and 4 in addition to PEIR Appendix D for more information about the supplemental noise analysis conducted for additional locations.

Comment Letter I30

From: Stuart Hepburn <stuart.hepburn@mac.com>
Sent: Tuesday, February 06, 2018 4:19 PM
To: LUEG, PalomarMP
Subject: Airport Permitting Process

As a resident of Carlsbad, I attended the meeting and presentation held on January 30, 2018.

While I acknowledge the efforts that were made to explain that McLellan Palomar Airport will never be another John Wayne, I was troubled by the assertion made by one of the presenters that the Master Plan was compliant with the requirements of Carlsbad's CUP 172.

The basis for the assertion that the plan was in compliance with CUP 172 was that the plan included no expansion of the footprint of the airport. In support of that position, the panel member referenced the definition of the word "expansion" in the City code.

As written in Section 21 of the Carlsbad City code, the definition is as follows:

"Expansion" means to enlarge or increase the size of an existing structure or use including the physical size of the property, building, parking and other improvements. (Ord. CS-050 § II, 2009).

The definition is not limited to changes that require a larger footprint, as asserted at the meeting. Further, the definition clearly states that "expansion" includes both enlargement of the physical attributes of the facilities as well as any enlargement of the use of those facilities.

Parsing the sentence leads to two separate, but equal aspects of the definition:

"Expansion" means to enlarge or increase the use of the property, building, parking and other improvements. (Ord. CS-050 § II, 2009)

"Expansion" means to enlarge or increase the size of an existing structure including the physical size of the property, building, parking and other improvements. (Ord. CS-050 § II, 2009)

The contemplated plan will increase both the size of an existing structure - the length of the runway - and the use of the facilities. The plan contemplates increasing the number of commercial passengers using the airport from close to zero in 2017 to over 500,000 per year in the plan timetable.

As a result, I take issue with those responsible for the development of the Master Plan, and I take the position that the citizens of Carlsbad voted many years ago to specifically require that a plan such as this would have to be approved by a majority of the voters.

Yours truly

Stuart Hepburn

I30-1

Response to Letter I30**Stuart Hepburn**

- I30-1** The County acknowledges this comment; however, it does not raise an issue concerning the analysis or adequacy of the PEIR pursuant to CEQA Guidelines Section 15088. Please refer to **Master Response 5 (Airport Expansion/Public Vote)**.

In addition, although the commenter does not express concerns of aircraft-related noise in this comment letter, the commenter did express such concerns during the Notice of Preparation review period (February 29, 2016 for 30 days). As such, the commenter's provided location was included for staff to further study or analyze the noted noise concerns. County staff researched the location provided and confirmed the location is outside of the 65dB contour (i.e., less than 65dB) under all scenarios. Specifically, the existing noise condition at the location provided was estimated to be 39.28dB, and its future condition without the Proposed Project is estimated to be 38.60dB. Assuming full implementation of the Proposed Project (PAL 2), the estimated future noise condition would be 38.75dB. This is below the threshold of significance of 65dB CNEL. Although the comment pertains to existing noise conditions, there is no evidence the Proposed Project would result in significant noise impacts. Therefore, because the location would be outside of the 65dB contour, no significant noise impacts would occur, and no changes to the PEIR are required. Please refer to Master Responses 1 and 4 in addition to PEIR Appendix D for more information about the supplemental noise analysis conducted for additional locations.

No further response is required. This comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.

Comment Letter I31

From: stephanie Jackel <sjackel@cox.net>
Sent: Tuesday, February 06, 2018 4:37 PM
To: LUEG, PalomarMP
Subject: Feb. 13th meeting re Master Plan Update

Importance: High

Good afternoon, Ms. Curtis –

SD County planned “two meetings to update the public about the proposed Master Plan Update and collect feedback, on **January 30** and **February 13** from 6 p.m. to 8:30 p.m. At both meetings, there will be a presentation to provide an overview of the proposed potential alternatives, facility improvements and environmental analysis. Attendees will have the opportunity to ask in-depth questions and view exhibits. Both meetings will include the same materials, but two meetings are offered to provide flexibility for public attendance.”

Several friends and I were unable to attend the January 30 meeting but are planning to go to the February 13 meeting.

A post on this morning’s Nextdoor says, This may be our only chance to weigh in on airport expansion: Open house from 4-7 p.m., Wednesday, Feb. 7, at Palomar Airport. Another workshop is planned for the following Wednesday at the Holiday Inn in Carlsbad, but the county said there is no guarantee the FAA will attend.

Why might the FAA not attend the February 13 meeting? Your own meeting announcement stressed flexibility for public attendance. Why are those of us who are able to attend only the Feb. 13 meeting being penalized by no FAA representation at the meeting?

I would very much appreciate knowing whether or not the FAA will attend the Feb. 13th meeting. And if not, why not.
Thanks,
Stephanie Jackel

I31-1

Response to Letter I31**Stephanie Jackel**

- I31-1** The County acknowledges this comment; however, it does not raise an issue concerning the analysis or adequacy of the PEIR pursuant to CEQA Guidelines Section 15088. Therefore, no further response is required. Since the FAA is a separate agency, neither the County nor the City of Carlsbad can guarantee the FAA's attendance at a public meeting as their presence at meetings is up to its discretion. This comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.

Comment Letter I32

From: areysbergen@juno.com
Sent: Tuesday, February 06, 2018 10:57 AM
To: LUEG, PalomarMP
Subject: McClellan-Palomar Airport Master Plan Draft PEIR

Reference:
S.5.3 D-III Full Compliance Alternative

"This alternative plans for a future 800 ft runway extension and the installation of a 350-foot-long EMAS installed at both runway ends....."

A 900-foot extension to the east would require the *relocation of El Camino Real....*"

could you CLARIFY what the 'relocation of El Camino Real' entails

thank you,
alice reysbergen
property owner, resident and registered **San Diego County Voter**

I32-1

Response to Letter I32**Alice Reysbergen**

- I32-1** PEIR Chapter 4 describes the various alternatives to the Proposed Project, including the D-III Full Compliance Alternative which would include the relocation of El Camino Real. The intent was to identify a potential future conflict with El Camino Real; however, this scenario has not been funded or designed. At this time, it would be too speculative to identify the ramifications and details of relocating El Camino Real to accommodate the D-III Full Compliance Alternative. No changes have been made to the PEIR in response to this comment.

Comment Letter I33

From: Curtis, Cynthia
Sent: Tuesday, February 06, 2018 11:35 AM
To: LUEG, PalomarMP
Subject: FW: Funding of the McClellan-Palomar Airport Masterplan Expansion/Extension .. ??

From: areysbergen@juno.com [mailto:areysbergen@juno.com]
Sent: Tuesday, February 06, 2018 10:25 AM
To: Curtis, Cynthia
Subject: Funding of the McClellan-Palomar Airport Masterplan Expansion/Extension .. ??

To: Cynthia Curtis ..
re: McClellan-Palomar Airport Plan - (FAQs)

(10. When will this process be complete?
The timing of implementation/**construction of individual elements 'relies' on securing local, state, and/or federal funding.**)

Question:
Please advise.. the percentage of costs/financial burden for each -- local, state, and/or federal funding --

based on the financial costs listed on the Airport Master Plan Update ES-11

Question:
does local represent ALL of San Diego County or just North County?

Question:
would there be an additional burden on Carlsbad property owners?

thank you,
Alice Reysbergen
resident, property owner, registered San Diego County VOTER

areysbergen@juno.com

I33-1

Response to Letter I33**Alice Reysbergen**

- I33-1** Please see the Master Plan Update Section 6- Airport Capital Improvement Plan (ACIP) for a discussion of funding sources. The County acknowledges these questions; however, they do not raise issues concerning the analysis or adequacy of the PEIR pursuant to CEQA Guidelines Section 15088. Therefore, no further response is required. This comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.

Comment Letter I34



The McClellan-Palomar Airport Master Plan Update and Draft Program Environmental Impact Report (EIR) are available for a public review and comment period from Thursday, January 18 to Monday, March 19, 2018. The documents are accessible at: www.PalomarAirportMP.com.

Comments must be submitted to:

Email:
PalomarMP@sdcounty.ca.gov

Mail:
County of San Diego, Attn: Cynthia Curtis
5510 Overland Avenue, Suite 410
San Diego, CA 92123

If you wish to submit written comments this evening, please complete this form.
You may also submit comments after tonight, but no later than March 19, 2018.

Name:	AL CUEVAS
Title/Organization:	
Email:	F7AWP913@GMAIL.COM
Phone Number:	760 470 0466
Mailing Address:	1275 LEMERALD SEA WY SAN MARCOS CA 92078
Project Comments:	<p>THE PLAN SEEM REASONABLE + IS NEEDED. AIR SERVICE, BOTH COMMERCIAL & EXECUTIVE IS VERY IMPORTANT TO THE GROWTH OF OUR LOCAL ECONOMY. DOING IT IN STEPS WILL PROVIDE MINIMUM DISRUPTION TO AIRCRAFT + BUSINESSES ON THE AIRPORT.</p> <p>AL CUEVAS</p>
	<input type="checkbox"/> Yes, please send me project notifications

I34-1

Response to Letter I34**Al Cuevas**

- I34-1** The County acknowledges this comment; however, it does not raise an issue concerning the analysis or adequacy of the PEIR pursuant to CEQA Guidelines Section 15088. Therefore, no further response is required. This comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.

Comment Letter I35



The McClellan-Palomar Airport Master Plan Update and Draft Program Environmental Impact Report (EIR) are available for a public review and comment period from Thursday, January 18 to Monday, March 19, 2018. The documents are accessible at: www.PalomarAirportMP.com.

Comments must be submitted to:

Email:
PalomarMP@sdcounty.ca.gov

Mail:
County of San Diego, Attn: Cynthia Curtis
5510 Overland Avenue, Suite 410
San Diego, CA 92123

If you wish to submit written comments this evening, please complete this form.
You may also submit comments after tonight, but no later than March 19, 2018.

Name:	Stacy Schopinsky
Title/Organization:	
Email:	Relax231771@gmail.com
Phone Number:	760-804-9793
Mailing Address:	PO Box 231771 Encinitas CA 92023
Project Comments:	We would like to see more flights out of this airport!
<input type="checkbox"/> Yes, please send me project notifications	

I35-1

Response to Letter I35**Stacy Schopinsky**

- I35-1** This comment states support for the Proposed Project. While this comment does not specifically address the adequacy or accuracy of the environmental analysis provided in the PEIR, this comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.

Comment Letter I36

Brennan Rupp
4917 Amador Drive
Oceanside, CA 92056

RECEIVED

FEB 20 2018

County of San Diego
ENVIRONMENTAL SERVICES

February 8th, 2018

County of San Diego
Attn: Cynthia Curtis
5510 Overland Avenue, Suite 410
San Diego, CA 92123

Dear Mrs. Curtis:

I attended the Palomar Airport master plan meeting on January 30th, 2018. Thank you for making this meeting available to the public to update everyone on the airport's status and the possible future development plans the airport might have. I am a pilot at the Palomar airport and fully support the plans that were presented at the meeting.

I36-1

The extended runway along with the runway shift will allow for greater distances between aircraft while taxiing and taking off. This will add extra safety and allow for aircraft with greater wingspans. The proposed EMAS system will greatly enhance the safety of the airport. Pilots will no longer have to worry about running over the end of the runway with this system installed. If this system does not get installed and an aircraft overshoots the runway, it can crash into Golf Courses, streets, and buildings putting many lives in danger.

I36-2

Thank you again for the updates to the airport and future development plans. These improvements can save many lives and will greatly enhance the safety of the airport. The changes will also support local community and economy, as it reduces noise in some areas and enhances the global connectivity of North County. I hope these changes get approved. I very much support the plans and hope they take place.

I36-3

Best Regards,



Brennan Rupp

Response to Letter I36**Brennan Rupp**

- I36-1** The County acknowledges these introductory comments; however, they do not raise an issue concerning the analysis or adequacy of the PEIR pursuant to CEQA Guidelines Section 15088. Therefore, no further response is required. This comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.
- I36-2** This comment includes a summary of benefits of the Proposed Project identified by the commenter.
- I36-3** These are conclusion comments, and support for the project is noted. They do not raise specific issues regarding the content of the PEIR, but will be included as part of the administrative record and made available to the decision makers prior to a final decision on the Proposed Project.

Comment Letter I37

From: John Harelson <jharelson@firstchoicebankca.com>
Sent: Friday, February 09, 2018 10:30 AM
To: LUEG, PalomarMP
Subject: "In Favor of" advocate for Palomar Airport Master Plan

I am very much in favor of the expansion!!

I am unable to make the meeting on the 13th until near the end. I want to make sure you all know there are more people that want it to happen than not.

if you need any advocates, please use my name and let me know when I need to show up. I was on a previous expansion committee back 8-10 years or so ago so i know the arguments for and against.

Good luck and I will try to get to the meeting on the 13th as early as possible.
JH

I37-1

Sincerely,

John C. Harelson
Regional Vice President
jharelson@firstchoicebankca.com
Phone: 619-227-2939
First Choice Bank
[5857 Owens Ave](#), Suite 106
Carlsbad, CA 92008
www.firstchoicebankca.com

"We cannot solve our problems with the same thinking we used when we created them"
[Albert Einstein](#)

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Response to Letter I37**John Harelson**

- I37-1** This comment states support for the Proposed Project. While this comment does not specifically address the adequacy or accuracy of the environmental analysis provided in the PEIR, this comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.

Comments must be submitted to:

Mail:
County of San Diego, Attn: Cynthia Curtis
5510 Overland Avenue, Suite 410
San Diego, CA 92123

Name: Dan Frazee

Title/Organization:

Email: Zhhett@gmail.com

Phone Number: 619.980.1295

Mailing Address:

Project Comments: ① A segment of the audience tonight was unhappy that there is no FAA representative available to address aircraft concerns. Does the FAA have any responsibility, authority, or control over any portion of this study?

② If FAA has no part in this Airport Master Plan Study, what agency will be the final authority to accept or reject this plan?

☐ Yes, please send me project notifications

138-1

Response to Letter I38**Dan Frazee**

- I38-1** Regarding FAA responsibilities, please refer to **Master Response 7 (FAA Involvement and Oversight)**. The County is the Lead Agency of the Master Plan Update (i.e., Proposed Project) as defined by CEQA, and the County is the operator of McClellan-Palomar Airport. As such, the County Board of Supervisors will ultimately consider the Proposed Project.

Comment Letter I39



The McClellan-Palomar Airport Master Plan Update and Draft Program Environmental Impact Report (EIR) are available for a public review and comment period from Thursday, January 18 to Monday, March 19, 2018. The documents are accessible at: www.PalomarAirportMP.com.

Comments must be submitted to:

Email:
PalomarMP@sdcounty.ca.gov

Mail:
County of San Diego, Attn: Cynthia Curtis
5510 Overland Avenue, Suite 410
San Diego, CA 92123

If you wish to submit written comments this evening, please complete this form.
You may also submit comments after tonight, but no later than March 19, 2018.

Name:	P. GRAY
Title/Organization:	PROPERTY OWNER
Email:	PGSUSTAINABLE@GMAIL.COM
Phone Number:	760 809 7534
Mailing Address:	1680 VIA DEL CORVO, SAN MARCOS CA 92678
Project Comments:	<p>I LIVE EAST 5. EAST OF THE AIRPORT AT A ELEVATION OF 800'.</p> <p>NUMEROUS FLIGHTS & PLANES CROSS DIRECTLY OVER HEAD & I KEEP A LOG ON A CALENDAR & REPORT OFFENDING AIRCRAFT ON WEBTRAC WHEN I CAN.</p> <p>THE FAA NEEDS TO EXPAND THEIR NOISE MONITORING STATIONS & ALSO NEEDS TO</p> <p>* CAUTION ALL AIRCRAFT TO STAY ON <u>APPROVED FLIGHT PATHS</u>.</p> <p>THANK YOU</p>
	<input type="checkbox"/> Yes, please send me project notifications

I39-1

I39-2

Response to Letter I39**P. Gray**

- I39-1** The County acknowledges these introductory comments; however, they do not raise an issue concerning the analysis or adequacy of the PEIR pursuant to CEQA Guidelines Section 15088. Therefore, no further response is required. This comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.
- I39-2** The comment is noted. Please also see **Master Response 3 (Voluntary Noise Abatement Procedures)**. The comment does not address an issue related to the PEIR and no further response is required.

Regarding the commenter's concern of aircraft noise, County staff researched the location provided by this comment and confirmed the location is outside of the 65dB contour (i.e., less than 65dB) under all scenarios. Specifically, the existing noise condition at the location provided was estimated to be 41.56dB, and its future condition without the Proposed Project is estimated to be 43.39dB. Assuming full implementation of the Proposed Project (PAL 2), the estimated future noise condition would be 43.61dB. This is below the threshold of significance of 65dB CNEL. Although the comment pertains to existing noise conditions, there is no evidence the Proposed Project would result in significant noise impacts. Therefore, because the location would be outside of the 65dB contour, no significant noise impacts would occur, and no changes to the PEIR are required. Please refer to Master Responses 1 and 4 in addition to PEIR Appendix D for more information about the supplemental noise analysis conducted for additional locations.

Comment Letter I40

From: John Harelson <john.harelson@gmail.com>
Sent: Tuesday, February 13, 2018 3:02 PM
To: LUEG, PalomarMP
Subject: Public Comment for tonight's Palomar Master Plan update

I am unable to attend the meeting tonight but am very much in favor of the expansion. I have lived and worked in Carlsbad for over 22 years.

The expansion of the airport would provide a great deal of benefit to the region and residents of Carlsbad.

Please do not allow a vocal minority of people to drive the discussion. I think there are many more people out here who want this than not.

Good luck tonight and feel free to use my name and comments.

I40-1

--

Cheers,

John Harelson
3523 Calle Gavano
Carlsbad, CA 92009

Mobile 619.227.2939

Response to Letter I40**John Harelson**

- I40-1** This comment states support for the Proposed Project. While this comment does not specifically address the adequacy or accuracy of the environmental analysis provided in the PEIR, this comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.

Comment Letter I41



The McClellan-Palomar Airport Master Plan Update and Draft Program Environmental Impact Report (EIR) are available for a public review and comment period from Thursday, January 18 to Monday, March 19, 2018. The documents are accessible at: www.PalomarAirportMP.com.

Comments must be submitted to:

Email:
PalomarMP@sdcounty.ca.gov

Mail:
County of San Diego, Attn: Cynthia Curtis
5510 Overland Avenue, Suite 410
San Diego, CA 92123

If you wish to submit written comments this evening, please complete this form.
You may also submit comments after tonight, but no later than March 19, 2018.

Name:	RORY KENDALL
Title/Organization:	- self -
Email:	RORYKENDALL@hotmail.com
Phone Number:	858 756-2171
Mailing Address:	PO BOX 452 / RANCHO SANTA FE / CA 92067
Project Comments:	I support the airport expansion plan as proposed, including the runway extension.
<input type="checkbox"/> Yes, please send me project notifications	

I41-1

Response to Letter I41**Rory Kendall**

- I41-1** This comment states support for the Proposed Project. While this comment does not specifically address the adequacy or accuracy of the environmental analysis provided in the PEIR, this comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.

Comment Letter I42



The McClellan-Palomar Airport Master Plan Update and Draft Program Environmental Impact Report (EIR) are available for a public review and comment period from Thursday, January 18 to Monday, March 19, 2018. The documents are accessible at: www.PalomarAirportMP.com.

Comments must be submitted to:

Email:
PalomarMP@sdcounty.ca.gov

Mail:
County of San Diego, Attn: Cynthia Curtis
5510 Overland Avenue, Suite 410
San Diego, CA 92123

If you wish to submit written comments this evening, please complete this form.
You may also submit comments after tonight, but no later than March 19, 2018.

Name:	Frank Silva
Title/Organization:	
Email:	frankwsilva123@gmail.com
Phone Number:	760-672-2010
Mailing Address:	8065 Paseo Arroyo, Carlsbad 92009
Project Comments:	<p>Since the County owns + operates the property, + since the project is within the boundaries of the Airport ... do any of the Airport Influence Areas (Carlsbad, San Marcos, Vista, Oceanside, Escondido) have any jurisdiction (approval / no approval) on this project?</p> <p>Thank you. <i>FS</i></p>
	<input type="checkbox"/> Yes, please send me project notifications

I42-1

Response to Letter I42**Frank Silva**

- I42-1** Please see Master Plan Update Section 2.10—Land Use & Zoning Policies, and PEIR Section 3.1.7 Land Use and Planning for a discussion of regulatory jurisdiction for the airport and this Proposed Project. The County is the Lead Agency of the Master Plan Update (i.e., Proposed Project) as defined by CEQA, and the County is the operator of McClellan-Palomar Airport. This comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.

Comment Letter I43



The McClellan-Palomar Airport Master Plan Update and Draft Program Environmental Impact Report (EIR) are available for a public review and comment period from Thursday, January 18 to Monday, March 19, 2018. The documents are accessible at: www.PalomarAirportMP.com.

Comments must be submitted to:

Email:
PalomarMP@sdcounty.ca.gov

Mail:
County of San Diego, Attn: Cynthia Curtis
5510 Overland Avenue, Suite 410
San Diego, CA 92123

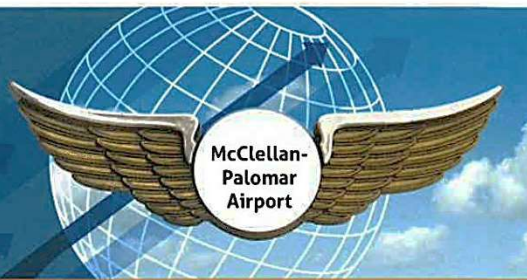
If you wish to submit written comments this evening, please complete this form.
You may also submit comments after tonight, but no later than March 19, 2018.

Name:	Debra Treinen
Title/Organization:	Home Owner
Email:	McCaslin I Live NE OHCC
Phone Number:	(760) 758-3151
Mailing Address:	4949 Demeter Way, Oceanside, CA 92056
Project Comments:	<p>1) There are 3 flight paths over OHCC, Oceanside Hills County Club. 2) The noise is loud and frightening at times - We can't hear our T.V. we have to muffle and get our dogs bark. 3) How many # of aircrafts are actually at Palomar? 4) I moved to OHCC for peace and quiet in my retirement. 4) Is the environmental study already done? 6) Why can't aircraft fly equal over all flight paths - weather permitting? 7) My environmental study shows 80-85% fly over OHCC - Oceanside first 2nd and 3rd. Callisto 4th San Marcos most fly through OHCC middle 8) OHCC's oversite committee better gave wrong info to the community. Did you receive it? I feel that OHCC since we have 80-85% there should have 1680 residents.</p>
	<input checked="" type="checkbox"/> Yes, please send me project notifications

I43-1

McClellan-Palomar Airport

Public Review Workshop



Project Comments:

- 9) I thought that Palomar could not build over a landfill.
- 10) No oversight for hours - flight ways, patterns
- 11) No pilots are held accountable
- 12) there are quite a few small crashes recently.
- 13) Why can't aircraft fly over Business areas more?
- 14) When small aircraft fly out early or comes in late, should there be a time restriction? I hear them from 06:30-7:00 to past 11pm.
- 15) Noise is a real problem, once is located N2.
- 16) What are you going to do for parking?
- 17) How would palomar work with linbury? With the airport Dnl (palomar).
- 18) Can monitors for noise be put in communities.

I43-1
cont.

Response to Letter I43**Debra Treinen**

- I43-1** The County acknowledges the comments; however, they do not raise an issue concerning the analysis of adequacy of the PEIR pursuant to CEQA Guidelines Section 15088. See Master Responses for a discussion of topics raised by the commenter, but no evidence of error or of a new CEQA significant effect is presented, so no further response is required. This comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.

Regarding the commenter's concern of aircraft noise, County staff researched the location provided by this comment and confirmed the location is outside of the 65dB contour (i.e., less than 65dB) under all scenarios. Specifically, the existing noise condition at the location provided was estimated to be 45.04dB, and its future condition without the Proposed Project is estimated to be 44.62dB. Assuming full implementation of the Proposed Project (PAL 2), the estimated future noise condition would be 45.44dB. This is below the threshold of significance of 65dB CNEL. Although the comment pertains to existing noise conditions, there is no evidence the Proposed Project would result in significant noise impacts. Therefore, because the location would be outside of the 65dB contour, no significant noise impacts would occur, and no changes to the PEIR are required. Please refer to Master Responses 1 and 4 in addition to PEIR Appendix D for more information about the supplemental noise analysis conducted for additional locations.

Comment Letter I44

From: Laura Dolloff <ldolloff622@gmail.com>
Sent: Wednesday, February 14, 2018 5:06 PM
To: LUEG, PalomarMP
Cc: Joelle 🐾🐾🐾
Subject: Airport Expansion

My partner and I attended last night's meeting at the Holiday Inn regarding the airport update plan. It was informative and most appreciated. Now that we have had time to digest the information, we have questions/comments regarding the presentation and planned upgrade/expansion.

I44-1

1. With the increased number of operations expected, no mention was made of pollutants. What is the forecast regarding air quality in the surrounding area?

I44-2

2. Forecasts regarding operations and passengers were provided (TAF, scenarios 1&2). These numbers were compared with the "peak years" of 1997-2000. We feel this was somewhat misleading as many of the residential neighborhoods had not even been built then. It would have been more relevant to compare these numbers to CURRENT operations/passengers. Can you provide that information? It was also confusing to have FAA forecasts and SANDAG forecasts. It was neither explained why two forecasts or which is considered to be the most accurate. (There was a significant difference between the two figures.) 3. It was explained to us that the FAA, not the county or city, determines which planes use the runways/taxiways and the hours of operation. No information was provided for appeal to the FAA regarding "quiet times" or the types of aircraft that frequent MP. Currently, 73 operations occurred outside of VNAP during the month of January 2018. This certainly demonstrates the "voluntary" restrictions are not effective. Assuming even the lower operational forecast for 2036, were these numbers to increase proportionally, there would be significant take offs/landings during this "voluntary" quiet time. Surely, with so many residences in close proximity to the landing strip, this is a significant concern.

I44-3

4. There has been much talk among the citizens of Carlsbad what role the city plays in the decision making process regarding changes made to the airfield and the manner and time frame in which development occurs. Can you shed some light on that process?

I44-4

5. Figures were provided from one attendee relative to the wing span and take off/landing speed of a Boeing 737. These numbers would have placed this type of aircraft in the DIII category. What guarantees are provided that these larger planes will not be utilizing Palomar Airport? Is this strictly an FAA decision?

I44-5

6. Token information was provided regarding the economic impact that the airport expansion would have on the immediate area. Can you provide a more detailed analysis?

I44-6

7. Finally, many attendees expressed concern about the impact a larger facility would have on traffic. When a developer builds a new housing subdivision or shopping center, they are often held responsible for infrastructure upgrades to mitigate the impact. Why wouldn't the county be responsible for these upgrades concurrently with the airport revision? It does not sound like this would be the case here. Why the double standard?

I44-7

In summary, our primary concerns regarding airport upgrade include, increased air and noise pollution, times of operation, impact on traffic and the potential to permit larger aircraft (i.e. Boeing 737 size) to utilize the airfield.

I44-8

Thank you for taking our questions and concerns into consideration, We would most appreciate a response.

Laura Dolloff (774-313-9455)
 Joel Heiser (760-207-3016)
 2562 Dogwood Road
 Carlsbad, CA 92009
 email: ldolloff622@gmail.com / joelheiser@me.com

Response to Letter I44**Laura Dolloff**

- I44-1** The County acknowledges the introductory comments. The County will include the comment as part of the Final PEIR for review and consideration by the decision makers prior to a final decision on the Proposed Project.
- I44-2** The comment asserts the PEIR did not analyze air quality emissions associated with the Master Plan Update or aircraft operations. The PEIR Chapter 3.1.2 does include an analysis of potential air quality emissions, including levels of fuel exhaust constituents, resulting from the Master Plan Update. The PEIR concludes that the Master Plan Update would not result in a significant air quality impact. As this comment does not specifically identify an environmental issue with the PEIR analysis or proposed mitigation, no changes to the PEIR have been made in response to this comment.
- I44-3** Please refer to **Master Response 3 (Voluntary Noise Abatement Procedures)**.
Regarding the commenter's concern of aircraft noise, County staff researched the location provided by this comment and confirmed the location is outside of the 65dB contour (i.e., less than 65dB) under all scenarios. Specifically, the existing noise condition at the location provided was estimated to be 48.22dB, and its future condition without the Proposed Project is estimated to be 49.09dB. Assuming full implementation of the Proposed Project (PAL 2), the estimated future noise condition would be 50.67dB. This is below the threshold of significance of 65dB CNEL. Although the comment pertains to existing noise conditions, there is no evidence the Proposed Project would result in significant noise impacts. Therefore, because the location would be outside of the 65dB contour, no significant noise impacts would occur, and no changes to the PEIR are required. Please refer to Master Responses 1 and 4 in addition to PEIR Appendix D for more information about the supplemental noise analysis conducted for additional locations.
- I44-4** The County is the Lead Agency with discretion over Master Plan Update and Proposed Project. Please refer to **Master Response 5 (Airport Expansion / Public Vote)**. Also see Master Plan Update Section 2.10 (Land Use & Zoning Policies), and PEIR Section 3.1.7 (Land Use and Planning) for a discussion of regulatory jurisdiction for the Airport and the Proposed Project.
- I44-5** Please refer to **Master Response 7 (FAA Involvement and Oversight)**.
- I44-6** The Master Plan Update provides various economic data as applicable; however, economic information was not required for the purposes of analyzing potential environmental impacts in the PEIR. No further response is required.
- I44-7** A comprehensive Traffic Impact Analysis was completed and published as part of the Draft PEIR. Specifically, PEIR Section 2.5.3 disclosed that no direct impacts would occur under the near-term conditions. However, Section 2.5.4 does identify the project would result in a cumulative impact under long-term conditions. As a result, Mitigation Measures M-TR-1 and M-TR-2 were identified to mitigate the long-term impacts. As noted in the PEIR, this mitigation would be implemented in consultation with the City of Carlsbad since it is the local jurisdiction with ownership of the roadway network surrounding the Airport.
- I44-8** These are conclusion comments. They reiterate the specific issues regarding the content of the PEIR mentioned in the comments above. The comment will be included as part of the administrative record and made available to the decision makers prior to a final decision on the Proposed Project.

Comment Letter I45

From: mari siegel <mari_siegel@hotmail.com>
Sent: Sunday, February 18, 2018 11:06 AM
To: LUEG, PalomarMP
Subject: Noise Abatement

I realize the construction on Palomar cannot be reversed. However, at this time the jets are very noisy early morning and late evening...

Therefore, one can only assume the noise level will increase with the expansion.

I attended the meeting in Carlsbad at the Holiday Inn. I was told they can only 'request' pilots not come into the airport during early and late hours.

I was informed only the FAA that can authorize restrictions.

Frankly, I find that very hard to believe.

I urge the County to enforce regulations that jets cannot leave/arrive before 7AM or after 9PM.

There is a great deal of construction in the area with new residential structures. Therefore, many homeowners are/will be seriously disturbed if the flights are permitted at will.

Thank you very much for your attention.

Mari Siegel
Very concerned citizen

I45-1

Response to Letter I45**Mari Siegel**

- I45-1** PEIR Section 2.4 (Noise) evaluated potential noise impacts associated with implementation of the Proposed Project and concluded that construction noise impacts would be reduced to less than significant with incorporation of mitigation measures. Ongoing aircraft noise impacts were found to not significantly impact noise-sensitive land use areas including the surrounding neighborhoods according to FAA methodology and thresholds. Further, since the FAA is a separate agency and the sole authority with jurisdiction over aircraft in flight, neither the County nor the City of Carlsbad can commit the FAA to enforce flight hours' restrictions. Please refer to **Master Response 3 (Voluntary Noise Abatement Procedures)** and **Master Response 7 (FAA Involvement and Oversight)**. This comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.

Regarding the commenter's concern of aircraft noise, County staff reviewed this comment for any site-specific location data of the perceived noise. However, the comment does not contain a sufficient location for the County to further study or analyze the noted noise concerns. Although the comment pertains to existing noise conditions, there is no evidence the Proposed Project would result in significant noise impacts. Please refer to Master Responses 1 and 4 in addition to PEIR Appendix D for more information about the supplemental noise analysis conducted for additional locations.

Comment Letter I46

From: P. Gray <theplantwiz@cox.net>
Sent: Tuesday, February 20, 2018 9:39 AM
To: LUEG, PalomarMP; Turner, Jessica
Subject: Airport expansion

Attn: Cynthia Curtis, Jessica Turner

I want to register a complaint of noise and low flying aircraft flying into Palomar Airport.

My home is at 800' east of the Runway and **numerous** planes fly daily, directly overhead, at the glide path of 1000' *making the distance 200' above me*, many times less than that.

I have watched planes from my living room window pass barely above the palm trees which are 80'-100'.

This hillside needs to be included in areas to avoid. The planes both **commercial Jet**, and single engine pleasure craft, should be following the ILS approach through the industrial zones. Not cutting through residential neighborhoods.

I keep a log of exact times and dates when planes fly overhead and **noise is an issue**, and I am outside, at home.

Please advise the tower to direct air traffic into the established glide paths, avoiding residential areas if possible. Also **the glide path of 1000' should be maintained for safety purposes.**

Thank you for your time.

Paul Gray

1680 Via Del Corvo

San Marcos CA 92078

I46-1

Response to Letter I46**Paul Gray**

- I46-1** The comment discusses ongoing aircraft overflights and does not address an issue related to the PEIR. As explained in Section 2.4.1, aircraft flight paths are not under the County's jurisdiction. **Please refer to Master Response 7 (FAA Involvement and Oversight).** For information on filing a noise complaint for ongoing operations, see the airport's Noise Program website: <https://www.sandiegocounty.gov/content/sdc/dpw/airports/palomar/noiseinfo.html>. Furthermore, the comment does not address an issue related to the PEIR, and no further response is warranted.

Regarding the commenter's concern of aircraft noise, County staff researched the location provided by this comment and confirmed the location is outside of the 65dB contour (i.e., less than 65dB) under all scenarios. Specifically, the existing noise condition at the location provided was estimated to be 41.56dB, and its future condition without the Proposed Project is estimated to be 43.39dB. Assuming full implementation of the Proposed Project (PAL 2), the estimated future noise condition would be 43.61dB. This is below the threshold of significance of 65dB CNEL. Although the comment pertains to existing noise conditions, there is no evidence the Proposed Project would result in significant noise impacts. Therefore, because the location would be outside of the 65dB contour, no significant noise impacts would occur, and no changes to the PEIR are required. Please refer to Master Responses 1 and 4 in addition to PEIR Appendix D for more information about the supplemental noise analysis conducted for additional locations.

Comment Letter I47

From: N & B Hacker <123daisy@gmail.com>
Sent: Wednesday, February 21, 2018 10:31 AM
To: LUEG, PalomarMP
Subject: Palomar Airport

To Whom It May Concern:

I am writing to strongly oppose Alternative #5 and #6 for proposed changes to the McClellan-Palomar Airport. As a Carlsbad resident I do not see the need to expand/extend it's current usage. It was designed as a BII airport and I want it to remain as such. Already, it has CIII and DIII planes landing there. Why should it be changed to accommodate more of these larger aircraft when it would create more air and noise pollution. Property values will go down.

I47-1

It is obvious to residents (and voters) that these changes are motivated by money and big corporations, including airlines. As Bill Horn has stated, he wants to see more commercial jets flying in and out of our airport. If only he lived in their flight path.

Also, what's to prohibit operations of cargo planes during the night? Would you want to be woken up at 4am?

Ask yourselves if **your** quality of life and property values were at stake, would you be in favor of making changes in order to accommodate larger, heavier aircraft making more take offs and landings?

I47-2

Voters of Carlsbad are counting on you to do the right thing.

Sincerely,
Nancy Hacker
92009

Response to Letter I47**Nancy Hacker**

- I47-1** The County acknowledges the comments; however, they do not raise an issue concerning the analysis of adequacy of the PEIR pursuant to CEQA Guidelines Section 15088. Therefore, no further response is required. This comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.

Regarding the commenter's concern of aircraft noise, County staff researched the location provided by this comment and confirmed the location is outside of the 65dB contour (i.e., less than 65dB) under all scenarios. Specifically, the existing noise condition at the location provided was estimated to be 45.25dB, and its future condition without the Proposed Project is estimated to be 46.91dB. Assuming full implementation of the Proposed Project (PAL 2), the estimated future noise condition would be 47.87dB. This is below the threshold of significance of 65dB CNEL. Although the comment pertains to existing noise conditions, there is no evidence the Proposed Project would result in significant noise impacts. Therefore, because the location would be outside of the 65dB contour, no significant noise impacts would occur, and no changes to the PEIR are required. Please refer to Master Responses 1 and 4 in addition to PEIR Appendix D for more information about the supplemental noise analysis conducted for additional locations.

- I47-2** The County acknowledges this comment; however, it does not raise an issue concerning the analysis or adequacy of the PEIR pursuant to CEQA Guidelines Section 15088. Therefore, no further response is required. This comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.

Comment Letter I48

Email: PalomarMP@sdcounty.ca.gov

Mail: County of San Diego, Department of Public Works

Attn: Cynthia Curtis

5510 Overland Avenue, Suite 410

San Diego, CA 92123

Date: February 23, 2018

Re: Comments on the McClellan-Palomar Master Plan and DRAFT Environmental Impact Report

Dear Ms. Curtis,

Our family lives in Carlsbad in 92010. 4.9 Miles north of the airport. We have 3 family members in our residence. We believe our family may be affected by the changes as proposed. Our main concerns are traffic, noise, safety and citizens right to vote on the matter.

We submit these comments on the McClellan-Palomar Airport Draft EIR so that San Diego County may respond directly to each of our concerns in its Final EIR. We are looking for specific information that applies to our neighborhood, our schools, and to our parks -- not to the city as a whole. Our decision to move from our existing neighborhood depends on your answers. Generic county answers will not help us. Our Draft EIR questions are:

I48-1

Noise: General Questions

a. How many aircraft flew within 2 miles of the intersection of Steven Circle and Trieste Dr in 2015, 2016, and 2017? What was their range of altitudes above the intersection? How many used McClellan-Palomar Airport?

b. What are the applicable federal, state, and local laws that limit the height of aircraft above our residences, schools, and parks?

c. We understand that California, including California court rulings, require airports to measure Single Noise Exposure Levels (SNEL). Is this correct? Discuss the law that applies. If such measurements are required, what SNEL did San Diego County measure over the residences, schools, and parks noted above in 2015, 2016, and 2017? If none were made, explain how the county's 2017-2037 McClellan-Palomar Airport Master Plan will improve gathering and disclosing this information.

d. We understand that McClellan-Palomar Airport installed only two noise monitors on or near the airport in 2017 to replace a larger number of noise monitors it previously maintained. Why did McClellan-Palomar Airport reduce the number of noise monitors? Is McClellan-Palomar Airport complying with any noise monitor requirements that it agreed to in the 2006 Part 150 FAA Noise Compatibility Agreement?

e. Does McClellan-Palomar Airport have a mobile noise-monitoring device that it can take out to neighborhoods that experience excessive noise? How do I get a McClellan-Palomar Airport noise monitoring device in my neighborhood?

f. Has San Diego County had programs to retrofit homes or schools especially affected by airport noise? If so, what are the specifics? If not, explain why not since such measures could be mitigation that could be included in the McClellan-Palomar Airport EIR.

I48-2

g. Please include in the 2017-2037 McClellan-Palomar Airport EIR discussion of noise mitigation measures (i) a program whereby county will monthly contact each school principal within a radius of 10 miles to determine how many times a day teachers must halt instruction due to aircraft noise and determine the number of students affected and (ii) how the County will monthly report this information at its Palomar Airport Advisory Committee (PAAC) meetings and (iii) what steps the County can take to mitigate such noise interference to the extent it exists.

I48-2
cont.

2. **Safety: Air Pollution from McClellan-Palomar Airport Aircraft Using Leaded Aviation Fuel**

We understand that anyone walking within 500 feet of the McClellan-Palomar Airport runway will smell a strong odor of aviation fuel and that some customers at Lowe's, across from the airport and/or at Costco a few miles from the airport, can smell an aviation fuel odor in the air. We understand that the FAA requires larger aircraft to use non-leaded fuel but still allows smaller aircraft to continue to use leaded fuel. We understand that in 2016 or 2017, the EPA issued a report finding a problem with leaded fuel emissions at McClellan-Palomar Airport but that San Diego County disagreed with the EPA's findings.

- a. Please include in the McClellan-Palomar Airport EIR a discussion of (i) the EPA's initial findings, (ii) the county's response, and (iii) a statement of what the EPA's current position is after hearing the County's views.
- b. In 2015, 2016, and 2017, how many smaller aircraft flights (defined as aircraft weighing less than 15,000 pounds) flew over our neighborhood, schools, and parks? What was the average altitude of these flights over each impacted area? How much leaded aviation fuel emissions do these aircraft produce over the impacted area during each pass? What are the health impacts on our children by such emissions? Please cite the relevant studies and refer to the relevant pages in the study in responding to our request.
- c. Please include in the McClellan-Palomar Airport EIR a discussion of when the FAA intends to bar smaller aircraft from using leaded fuel and identify any pending FAA studies reported in the Federal Register or elsewhere soliciting public comment.
- d. Discuss in the McClellan-Palomar Airport EIR what percent of McClellan-Palomar Airport flights are smaller aircraft flights and how McClellan-Palomar Airport development will affect these flights. For instance, we understand that current Supervisor Bill Horn stated at a December 2015 Board of Supervisors meeting that given the McClellan-Palomar Airport expansion that San Diego County intended to eliminate the parking for smaller aircraft along the northern border of the airport. Is that true and when would that occur and how would smaller aircraft flights be affected?

I48-3

3. **Traffic**

The two main roads that connect Carlsbad, Vista, San Marcos, and Encinitas are the North-South El Camino Real and the East-West Palomar Airport Road. We understand that the 2015-2035 Carlsbad General Plan has predicted gridlock conditions along certain portions of ECR and PAR in the future – even before knowing how McClellan-Palomar Airport would grow in the future. We understand that Elite Air, dba Cal Jet, has projected handling up to 270,000 new passengers at McClellan-Palomar Airport within a few years. We understand that these numbers do not include passengers aboard corporate aircraft. We do not know if they include helicopter passengers. We understand that airports lengthening their runways typically attract more aircraft and passengers. We understand that passengers going to the airport may be dropped off or picked up, thus causing 2 vehicle trips for each passenger movement by the “dropping off/picking up driver”. We understand

I48-4

that gridlocked roads cause drivers to search out alternate roadways to use to minimize their travel time.

- a. In San Diego County's McClellan-Palomar Airport EIR, does the data assure the total traffic baseline conditions associated with past users of McClellan-Palomar Airport including corporate and helicopter passenger numbers?
- b. Please assure that the data reports the anticipated passenger levels from 2018 to 2028.
- c. Analyze how El Camino Real and/or Palomar Airport Rd traffic gridlock will redistribute traffic to alternate roads and at what levels.
- d. Identify the specific mitigation measures that San Diego County is committing so traffic impacts may be reduced, included but not limited to contributing money to operational measures to increase traffic efficiency such as assuring that traffic signals can "talk" to each other and more smoothly regulate traffic. If the County is not recommending this measure, explain why not.

I48-4
cont.

Thank you for the opportunity to comment on San Diego County's McClellan-Palomar Airport 20 year EIR. Please note that we end this letter with one more concern. We understand that San Diego County calls its McClellan-Palomar Airport EIR a "program EIR" which generally considers future environmental impacts but does not necessarily consider actual project impacts. We understand that when the County prepares environmental documents, the County compares current noise, air pollution, and traffic impacts against forecasted impacts. Please note that if the County fails to answer any of our questions above (such as the number of corporate passengers that the County served in 2015, 2016, and 2017), the County is reporting incomplete baseline data, which makes its 2017-2037 McClellan-Palomar Airport EIR defective and may delay future County project supplemental analysis.

I48-5

We also recognize that per a 1980 Citizen's Initiative, Carlsbad residents are owed the opportunity to vote on the expansion plans presented in the McClellan-Palomar Airport Master Plan. We anticipate San Diego County will support the outcome of that vote.

Thank you for recognizing our concerns and addressing them in the County's Final Environmental Impact Report.

The Rowells Family

Response to Letter I48**Rowells Family**

- I48-1** The County acknowledges these introductory comments; however, they do not raise an issue concerning the analysis or adequacy of the PEIR pursuant to CEQA Guidelines Section 15088. Therefore, no further response is required. This comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.
- I48-2** Items “a” and “b” of this comment include a request for information regarding historical aircraft operations and FAA regulations. This request is not related to the Master Plan Update or PEIR, and the comment does not specifically address the adequacy or accuracy of the environmental analysis provided in the PEIR.

Item “c” asks questions concerning Single Noise Exposure Levels (SNEL). As discussed in Section 2.4.2 of the PEIR, potential noise impacts associated with the Proposed Project were studied using standard tools, methodologies, and significance criteria for aircraft noise as established by the FAA. Specifically, FAA Order 1050.1F Desk Reference (Section 11.4) explains that DNL (or CNEL) is the recommended metric for analyzing aircraft noise exposure, and should continue to be used as the primary metric. It also states there are no new metrics of sufficient scientific standing to substitute for DNL/CNEL. FAA criteria require that the determination of significance must be analyzed through the use of noise contours along with local land use information and general guidance contained in Appendix A of 14 CFR Part 150. Preparation of noise contours is the standard means of assessing potential noise impacts associated with airport and aviation projects under both state and federal guidance. Accordingly, preparation of noise contours is sufficient to identify potential noise impacts associated with the Proposed Project. Therefore, the analysis in the PEIR is valid and no revisions were made. As noted in FAA Order 1050.1F Desk Reference, supplemental noise measurements, such as single events, may be conducted to assist in the public’s understanding of the Airport’s noise conditions. Therefore, although single noise events are not used as the County’s CEQA threshold of significance, the County continues to consider single noise events through the existing Voluntary Noise Abatement Procedures (VNAP) in consultation with the community and local residents. See **Master Response 3 (VNAP)** for more information on improvements to VNAP.

Items “d” and “e” ask questions related to the ongoing operation of the Airport, and the comment does not specifically address the adequacy or accuracy of the environmental analysis provided in the PEIR. Please refer to **Master Response 4 (Noise Monitors and PEIR Calculations)**.

Item “f” asks whether the County has a program to retrofit homes or schools affected by airport noise and whether this can be included as mitigation in the PEIR. As discussed in Section 2.4.2.2, the noise analysis identifies that as relates to aircraft noise, the Proposed Project’s potential aircraft-related noise impact to noise-sensitive land uses, including residential areas, would be less than significant. Accordingly, no mitigation measures are required. Furthermore, this question pertains to the ongoing operation of the Airport, and the comment does not specifically address the adequacy or accuracy of the environmental analysis provided in the PEIR.

Regarding the commenter’s concern of aircraft noise, County staff reviewed this comment for any site-specific location data of the perceived noise. However, the comment does not contain a sufficient location for the County to further study or analyze the noted noise concerns. Although the comment pertains to existing noise conditions, there is no evidence

the Proposed Project would result in significant noise impacts. Please refer to Master Responses 1 and 4 in addition to PEIR Appendix D for more information about the supplemental noise analysis conducted for additional locations.

Item “g” requests the County to include a discussion of noise mitigation measures in the PEIR. As noted above, this request is related to the ongoing operation of the Airport, and the comment does not specifically address the adequacy or accuracy of the environmental analysis provided in the PEIR. Nonetheless, the PEIR concluded there would be less than significant impacts due to the aircraft noise, and no mitigation measures are required. For more information on the Airport’s Noise Program, including ongoing performance reporting and briefings presented to the public at PAAC meetings, see the program website: <https://www.sandiegocounty.gov/content/sdc/dpw/airports/palomar/noiseinfo.html>.

- I48-3** This comment introduces multiple assertions about existing ambient conditions, FAA leaded-fuel policies, and an EPA-initiated lead study.

The comment requests information related to an EPA-initiated lead study, historical aircraft operations, and health impact data. The comment also asks when FAA would ban leaded fuel, and how the Master Plan Update would affect smaller aircraft operations and parking. As this comment does not specifically identify an environmental issue with the PEIR analysis or proposed mitigation, no changes to the PEIR have been made in response to this comment. However, responses are provided as described below to help inform the commenter (and others who repeated these comments) about the Airport and its operations.

- a. Regarding the EPA-initiated lead study, the Draft PEIR Section 3.1.2.1 (page 3-10) did include a discussion of this study. As noted, a lead monitor was initially stationed at the Airport in 2012 by the U.S. Environmental Protection Agency (USEPA). However, due to concerns over the USEPA’s methodology and testing protocol, the San Diego Air Pollution Control District (SDAPCD) conducted their own independent lead study that found USEPA’s monitoring station was unsuitable to accurately document lead exposure levels at the Airport. Specifically, the monitor was stationed immediately adjacent to the primary “run-up” area, where aircraft engines are run at relatively high power settings to check engine components and propellers prior to take-off. This location is in very close proximity to piston-driven aircraft engines running at relatively high power settings and localized exhaust emissions, rather than ambient air to which the public could be exposed. SDAPCD emphasized to the USEPA that this run-up area is not representative of air quality in areas readily accessible to the public. Instead, SDAPCD conducted monitoring at numerous locations where pilots, passengers, airport personnel, and the public have access. The results from SDAPCD were published in the Lead Gradient Study at McClellan-Palomar Airport. The report concluded that the location with the highest lead concentrations would not exceed NAAQS thresholds. Furthermore, according to lead emissions data prepared by USEPA’s air quality system, this station reported a 3-month rolling average of 0.02 micrograms per cubic meter when the Draft PEIR was published (which is well below the federal NAAQS standard of 0.15).
- b. Regarding historical aircraft operations, flight data is available through WebTrak, which an internet-based service application managed by Brüel & Kjær. It can be found online by visiting <http://webtrak5.bksv.com/crq>, or by visiting McClellan-Palomar Airport’s website and clicking on Noise Information.

- c. Regarding leaded fuel, the FAA is the regulatory authority for considering leaded-fuel for aircraft (i.e., Avgas). The County recommends contacting FAA, or reviewing FAA's most recently published articles at www.faa.gov/about/initiatives/avgas.
- d. For aircraft fleet mix data, please refer to the Master Plan Update. Specifically, Chapter 3.8.1 provides based aircraft data and Table 4.5 provides aircraft operations fleet mix data.

148-4 The initial comment provides introductory remarks based on the commenter's assumptions and understanding of the airport's operations and City planning documents.

- a. This comment asks whether the PEIR includes past users of the airport under the traffic baseline conditions. As noted in the PEIR Section 2.5.4.1, existing traffic conditions were obtained from the City of Carlsbad's 2016 Traffic Monitoring Program. At locations where the City has not collected data, traffic counts were conducted on June 21, 2017. This included all airport users. No changes to the PEIR have been made in response to this comment.
- b. This comment requests the County to ensure that the PEIR includes anticipated passenger levels from 2018-2028. As explained in the PEIR Section 2.5, existing conditions (2016) and long-term conditions (2036) were analyzed as part of the traffic analysis. Also as explained in the PEIR Section 2.5, the Master Plan Update identifies two aviation planning scenarios that consider a range of potential commercial air service activity (PAL 1 and PAL 2) that would result in an increase in passenger vehicle trips. The first scenario (referred to as PAL 1) estimates the number of average daily enplanements will reach 168 in the Year 2020, and 835 by Year 2036. The second scenario (referred to as PAL 2) estimates the number of average daily enplanements will reach 316 by Year 2020, and 1,575 by Year 2036. Both of these aviation planning scenarios were analyzed and disclosed in the PEIR. No changes to the PEIR have been made in response to this comment.
- c. This comment requests the County to analyze how traffic volumes along El Camino Real and/or Palomar Airport Road will be redistributed to alternate roads with implementation of the Master Plan Update. As part of the PEIR's Transportation Impact Analysis, the County calculated the total increase in vehicle trips resulting from the project, and it distributed those trips onto the surrounding roadways within the study area based on current traffic patterns. Using the calculated traffic volumes, a determination was then made whether the increased volumes resulting from the project would create a significant impact. To clarify, the PEIR did not (nor can it) predict whether motorists would select an alternate route or which route they would take based on future traffic volumes. Rather, the PEIR can only analyze whether a particular roadway would result in an impact based on forecasted traffic volumes. Therefore, the analysis requested by the commenter is not applicable to the project. No changes to the PEIR have been made in response to this comment.
- d. This comment requests the County to identify the specific mitigation measures that would be implemented to reduce traffic impacts. Please refer to the PEIR Section 2.5.6 (Mitigation Measures), which includes a description of the proposed mitigation. This includes financially contributing a fair-share payment to the City of Carlsbad towards the installation of signal improvements along Palomar Airport Road or other Transportation System Management strategy to improve signal operations.

148-5 Please refer to **Master Response 5 (Airport Expansion/Public Vote)**. These are conclusion comments. They do not raise specific issues regarding the content of the PEIR, but will be included as part of the administrative record and made available to the decision makers prior to a final decision on the Proposed Project.

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Comment Letter I49

From: Jenny <jbarger@sbcglobal.net>
Sent: Thursday, March 01, 2018 7:01 AM
To: LUEG, PalomarMP
Subject: Palomar Airport

To whom it may concern:

As a resident of Carlsbad, who lives near the Palomar airport, I strongly urge that the airport remain a small, private aircraft facility. The Palomar Airport Road corridor is already becoming very crowded with ViaSat and other large businesses expanding in the area. I have lived here for 17 years, and the airplane noise has greatly increased in the past 3-5 years, with airplanes flying directly over our community at times. Any increase or added commercial flights will negatively impact our lives and property values.

Instead, I agree with the proposal to expand the Camp Pendleton Airport to a larger, international airport where there is more potential growth and less impact to our community rather than investing in the Palomar-McClellan airport.

Thank you for your time and consideration, Jenny Barger

I49-1

Response to Letter I49**Jenny Barger**

- I49-1** The County acknowledges the comments; however, they do not raise an issue concerning the analysis of adequacy of the PEIR pursuant to CEQA Guidelines Section 15088. Please refer to **Master Response 3 (VNAP)** and **Master Response 7 (FAA Involvement and Oversight)**. Therefore, no further response is required. This comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.

Regarding the commenter's concern of aircraft noise, County staff reviewed this comment for any site-specific location data of the perceived noise. However, the comment does not contain a sufficient location for the County to further study or analyze the noted noise concerns. Although the comment pertains to existing noise conditions, there is no evidence the Proposed Project would result in significant noise impacts. Please refer to Master Responses 1 and 4 in addition to PEIR Appendix D for more information about the supplemental noise analysis conducted for additional locations.

Comment Letter I50

From: Janelle Dodkin <janelle@dodkin.com>
Sent: Thursday, March 01, 2018 2:19 PM
To: LUEG, PalomarMP
Subject: Expansion of Palomar Airport

I am a resident of La Costa and I am very concerned and against any enlargement/improvement to the Palomar Airport. I do not want larger planes coming and going from Palomar. I can already hear the jets when they are preparing to take off. Not to mention the smaller planes and helicopters often go directly over my house. I have been to a few meetings concerning this. I was distressed to find out from the Palomar Airport employees as well as FAA that there were just suggestions for flight paths for pilots; nothing that could be enforced. Just doesn't seem right to me. At any rate, I wanted to voice my objection to any change at Palomar Airport as I feel it will create more noise and reduce property values.

I50-1

Thank you,

Janelle Dodkin

Response to Letter I50**Janelle Dodkin**

- I50-1** The County acknowledges the comments; however, they do not raise an issue concerning the analysis of adequacy of the PEIR pursuant to CEQA Guidelines Section 15088. Therefore, no further response is required. This comment is included in the Final PEIR for review and consideration by the County Board of Supervisors prior to a final decision on the Proposed Project.

Regarding the commenter's concern of aircraft noise, County staff reviewed this comment for any site-specific location data of the perceived noise. However, the comment does not contain a sufficient location for the County to further study or analyze the noted noise concerns. Although the comment pertains to existing noise conditions, there is no evidence the Proposed Project would result in significant noise impacts. Please refer to Master Responses 1 and 4 in addition to PEIR Appendix D for more information about the supplemental noise analysis conducted for additional locations.